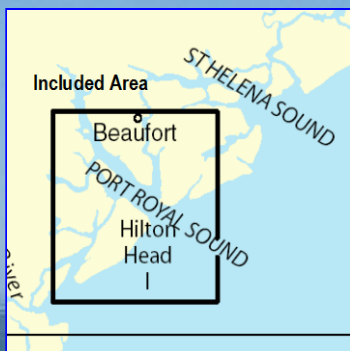


BookletChart™

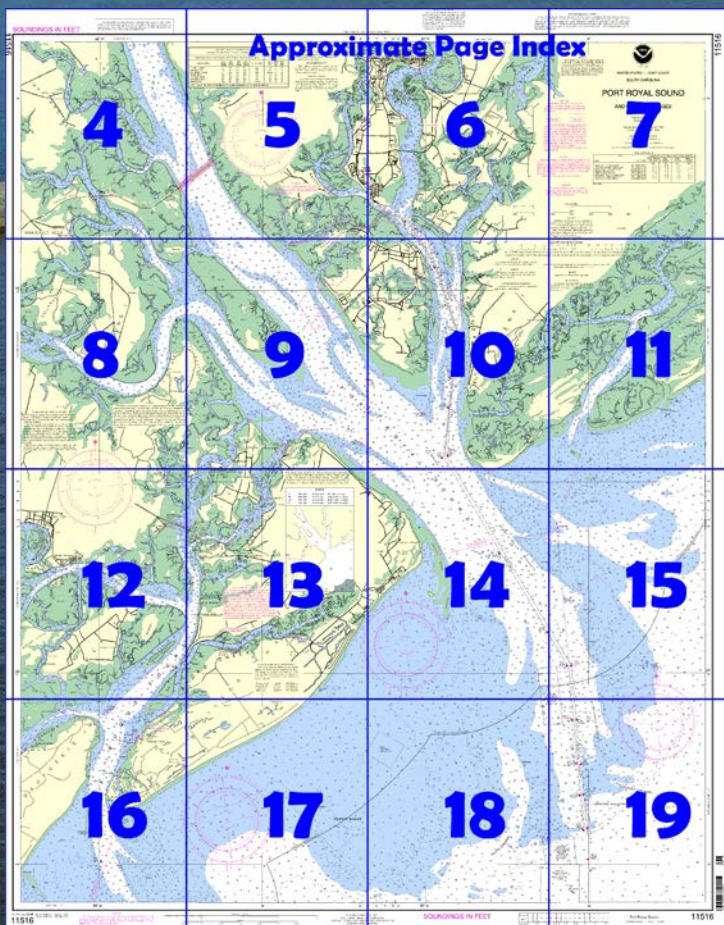
Port Royal Sound and Inland Passages NOAA Chart 11516



A reduced-scale NOAA nautical chart for small boaters
When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
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- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11516>.



(Selected Excerpts from Coast Pilot)

Morgan River flows into St. Helena Sound from westward. The river is about 8 miles long and at its head connects with Chowan Creek, a tributary of Beaufort River. At the divide, this passage is nearly dry at low water where U.S. Route 21 highway bridge has a 28-foot fixed span with a clearance of 4 feet. The mean range of tide near the head of Morgan River is about 7 feet. **Coffin Creek**, on the south side of Morgan River near the mouth, has a shrimp-packing plant

1.7 miles above the creek mouth. In 1985, the reported controlling depth was 2 feet across the bar at the mouth, thence 8 feet in midchannel to the plant. On **Village Creek**, about 0.8 mile above Coffin

Creek, there are two shrimp-packing plants where diesel fuel and supplies may be obtained, in an emergency only. In 1985, using local knowledge, a reported depth of 5 feet was available from the entrance to the shrimp-packing plants 1.5 miles upstream. **Edding Creek** is about 1.5 miles west of Village Creek. In 1983, the reported controlling depth in the creek was 5 feet for a distance of 2.5 miles.

On **Jenkins Creek**, about 2.1 miles westward of Edding Creek, are two shrimp-packing plants on the east side of the creek about 1.5 to 2 miles above the mouth. In 1994-1999, the reported controlling depth was 11 feet to these plants where diesel fuel, water and ice can be obtained in an emergency.

On the south shore of the Morgan River, west of Jenkins Creek, a marina has berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, pump-out station, launching ramp and wet and dry storage. Hull, engine and electronic repairs can be made; a 50-ton lift is available.

Trenchards Inlet, just northeast of Port Royal Sound, has a bar which extends about 2 miles from shore; the narrow unmarked channel over the bar had a reported controlling depth of 3 feet in 1983. Local knowledge is advised. This inlet is connected at its head by Station Creek, which joins Port Royal Sound to the westward.

Port Royal Sound, one of the largest deepwater harbors on the Atlantic Coast between Cape Henry and Key West, has an entrance about 2 miles wide between **Bay Point** on the northeast and **Hilton Head** on the southwest. It is about 50 miles southwest of Charleston and is the ocean entrance to Port Royal and Beaufort.

Channels.—A Federal project provides for a dredged channel 27 feet deep across the bar and through the sound to Bay Point, thence 24 feet in Beaufort River to a 27-foot turning basin in Battery Creek at Port Royal. (See Notice to Mariners and latest editions of the charts for controlling depths.) **South Channel** to the westward of the dredged channel and **Southeast Channel**, between Martins Industry and St. Michaels Breaker just north of it, are the more important. The dredged channel is well marked by lights, lighted ranges, and buoys. The channel in Beaufort River, from the dredged channel northward to Beaufort, is part of the Intracoastal Waterway and had a reported controlling depth of 12 feet in 1983. (See chart 11518.)

Anchorage.—Port Royal Sound has natural depths of from 26 to 50 feet and is sometimes used as a harbor of refuge in winter. The best anchorage is off the mouth of Beaufort River westward of Bay Point northwest of Lighted Buoy 25. The holding ground on the rocky bottom south of Bay Point is poor. There is also good anchorage in 22 to 26 feet to the eastward of the dredged channel off the mouth of Chowan Creek.

Dangers.—The breaking shoals extending almost 10 miles off Bay Point, eastward of the entrance channel, and for about 8 miles off Hilton Head Island, are the principal dangers. In thick weather, vessels should not approach the entrance too closely before picking up the pilot, especially on the flood, when the current sets directly onto the shoals: **Martins Industry**, the outermost shoal, **St. Michaels Breakers**, just north of it, and the **Great North Breakers**, between it and Bay Point. **Gaskin Banks**, **Fishing Bank**, and **Joiner Bank** are to the westward of the entrance channel. In 1995, a submerged wreck was about 1.5 miles southwest of Port Royal Sound Lighted Whistle Buoy P, in about 32°04'05"N., 80°36'14"W.; and submerged obstructions were about 0.35 mile southward and 1 mile south-southwestward of Lighted Whistle Buoy P., in about 32°04'51"N., 80°34'57"W., and 32°04'18"N., 80°35'31"W., respectively.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Miami

Commander

7th CG District

Miami, FL

(305) 415-6800

Table of Selected Chart Notes

NOTE B
The aids marking Mackay Creek are private and positions are approximate.

HEIGHTS
Heights in feet above Mean High Water.

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

--- Pipeline Area ---
--- Cable Area ---

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 4 for important supplemental information.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOTE S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
(C) (Accurate location) (A) (Approximate location)

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

| | | |
|----------------|--------|-------------|
| Charleston, SC | KHB-29 | 162.550 MHz |
| Savannah, GA | KEC-85 | 162.400 MHz |
| Beaufort, GA | WXJ-23 | 162.450 MHz |
| Metter, GA | WWH-25 | 162.425 MHz |

CAUTION
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.725' northward and 0.615' eastward to agree with this chart.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

CAUTION
Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Charleston, SC or Savannah GA.

Refer to charted regulation section numbers.

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

NOTE Z
NO-DISCHARGE ZONE: 40 CFR 140
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

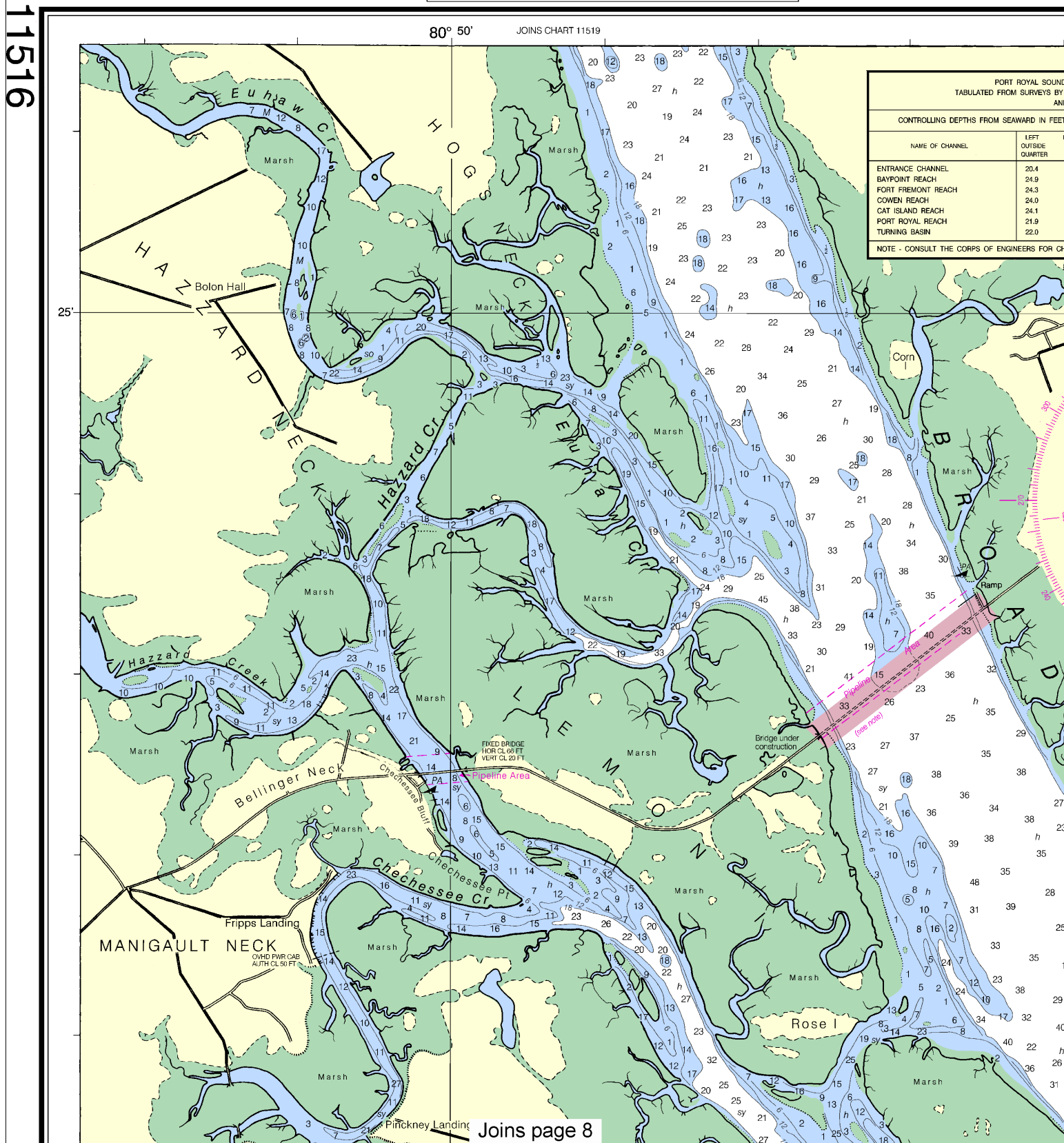
COLREGS: International Regulations for Preventing Collisions at Sea, 1972. Demarcation lines are shown thus: ---

| PORT ROYAL SOUND AND BEAUFORT RIVER CHANNEL DEPTHS TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF JUL 2011 AND SURVEYS TO JUN 2011 | | | | | | | |
|--|----------------------------|----------------|-----------------------------|----------------|--------------------|-------------------|-------------------------|
| CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW) | | | | | PROJECT DIMENSIONS | | |
| NAME OF CHANNEL | LEFT OUTSIDE QUARTER | MIDDLE HALF | RIGHT OUTSIDE QUARTER | DATE OF SURVEY | WIDTH (FEET) | LENGTH (MILES) | DEPTH MLLW (FEET) |
| ENTRANCE CHANNEL | 20.4 | 16.1 | 15.0 | 6-11 | 500 | 5.2 | 27 |
| BAYPOINT REACH | 24.9 | 25.2 | 26.3 | 6-11 | 500 | 7.3 | 27 |
| PORT FREMONT REACH | 24.3 | 23.1 | 24.0 | 6-11 | 300-500 | 3.2 | 24 |
| COWEN REACH | 24.0 | 23.5 | 23.3 | 6-11 | 300 | 2.1 | 24 |
| CAT ISLAND REACH | 24.1 | 24.9 | 24.9 | 6-11 | 300 | 1.6 | 24 |
| PORT ROYAL REACH | 21.9 | 22.7 | 23.0 | 6-11 | 300 | 1.2 | 24 |
| TURNING BASIN | 22.0 | 20.0 | 26.7 | 6-11 | 600 | 0.2 | 27 |
| NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION | | | | | | | |

| Additional information can be obtained at nauticalcharts.noaa.gov . | | | | | |
|--|---------------------|--|--------------------|-------------------|----------------------|
| TIDAL INFORMATION | | | | | |
| Name | Place (LAT/LONG) | Height referred to datum of soundings (MLLW) | | | |
| | | Mean Higher High Water | Mean High Water | Mean Low Water | Extreme Low Water |
| | | feet | feet | feet | feet |
| Capers Inlet, Trenchards Inlet | (32°16'N/80°35'W) | 7.0 | 6.6 | 0.2 | -4.5 |
| Port Royal Plantation, Hilton Head I | (32°13'N/80°40'W) | 6.8 | 6.4 | 0.2 | -3.0 |
| Battery Creek, (4 mi above Entr) | (32°25'N/80°42'W) | 8.3 | 7.9 | 0.2 | -4.5 |
| Beaufort, Beaufort River | (32°26'N/80°40'W) | 8.0 | 7.6 | 0.2 | -- |
| Collection River Entrance | (32°19'N/80°47'W) | 7.8 | 7.5 | 0.2 | -- |
| Braddock Point, Hilton Head Island | (32°07'N/80°50'W) | 7.3 | 7.0 | 0.2 | -4.5 |
| Broad Creek, Hilton Head Island | (32°11'N/80°45'W) | 8.1 | 7.8 | 0.2 | -3.0 |
| Haig Point, Dafuskie Island | (32°09'N/80°50'W) | 7.6 | 7.3 | 0.2 | -4.5 |

SOUNDINGS IN FEET

11516

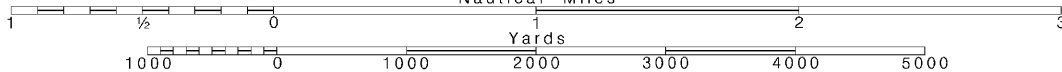


4

Note: Chart grid lines are aligned with true north.

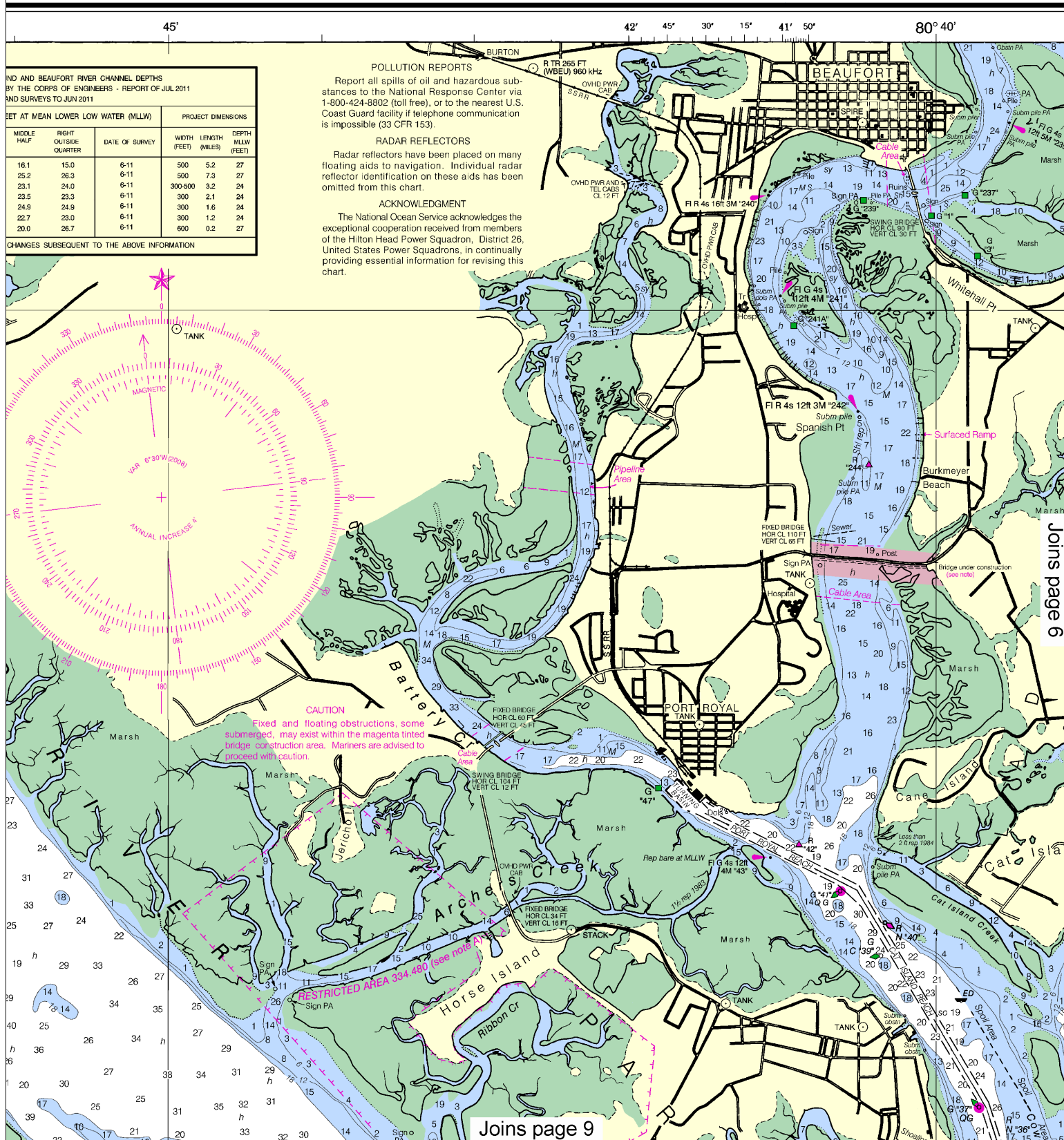
~~SCALE 1:40,000~~
Nautical Miles

See Note on page 5.



The horizontal reference datum is North American Datum of 1983 (NAD 83) for charting purposes is considered to the World Geodetic System 1984. Geographic positions referred to the American Datum of 1927 must be average of 0.725' northward and 0.4' to agree with this chart.

Formerly C&GS 571, 1st. Ed., July 1898 C-1898-24 KAPP 223



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:53333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.725' northward and 0.615' eastward to agree with this chart.

$$42' \quad 45' \quad 30'' \quad 15'' \quad 41' \quad 50'' \quad 80^\circ 40'$$

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or help@OceanGrafix.com.

35'



UNITED STATES — EAST COAST
SOUTH CAROLINA

PORT ROYAL SOUND AND INLAND PASSAGES

25'

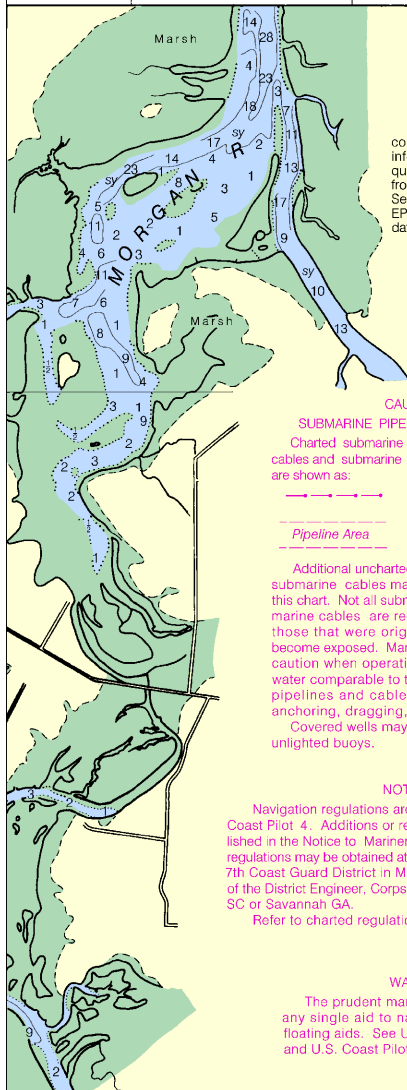
Polyconic Projection
Scale 1:40,000

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

For Symbols and Abbreviations see Chart No. 1

Additional information can be obtained at nauticalcharts.noaa.gov.



NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Charleston, SC or Savannah GA.

Refer to charted regulation section numbers.

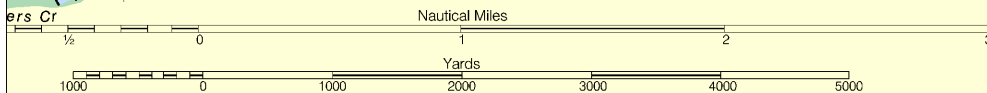
WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

TIDAL INFORMATION

| Place | Name | (LAT/LONG) | Height referred to datum of soundings (MLLW) | | | |
|--------------------------------------|------|-------------------|--|-----------------|----------------|-------------------|
| | | | Mean Higher High Water | Mean High Water | Mean Low Water | Extreme Low Water |
| | | | feet | feet | feet | feet |
| Capers Inlet, Trenchards Inlet | | (32°18'N/80°35'W) | 7.0 | 6.6 | 0.2 | -4.5 |
| Port Royal Plantation, Hilton Head I | | (32°13'N/80°40'W) | 6.8 | 6.4 | 0.2 | -3.0 |
| Battery Creek, (4 mi above Entr) | | (32°25'N/80°42'W) | 8.3 | 7.9 | 0.2 | -4.5 |
| Beaufort, Beaufort River | | (32°26'N/80°40'W) | 8.0 | 7.6 | 0.2 | -- |
| Collection River Entrance | | (32°19'N/80°47'W) | 7.8 | 7.5 | 0.2 | -- |
| Braddock Point, Hilton Head Island | | (32°07'N/80°50'W) | 7.3 | 7.0 | 0.2 | -4.5 |
| Broad Creek, Hilton Head Island | | (32°11'N/80°45'W) | 8.1 | 7.8 | 0.2 | -3.0 |
| Haig Point, Dafuskie Island | | (32°03'N/80°50'W) | 7.6 | 7.3 | 0.2 | -4.5 |

(Mar 2006)



CAUTION

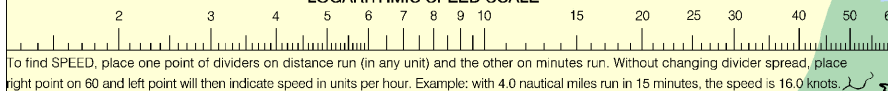
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

LOGARITHMIC SPEED SCALE



To find SPEED, place one point of dividers on distance run (in any unit) and the other on minutes run. Without changing divider spread, place right point on 60 and left point will then indicate speed in units per hour. Example: with 4.0 nautical miles run in 15 minutes, the speed is 16.0 knots.

CAUTION

channels shown by broken lines are shoaling, particularly at the edges.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: ---

CAUTION

any changes or defects in aids to navigation not indicated on this chart. See

HEIGHTS

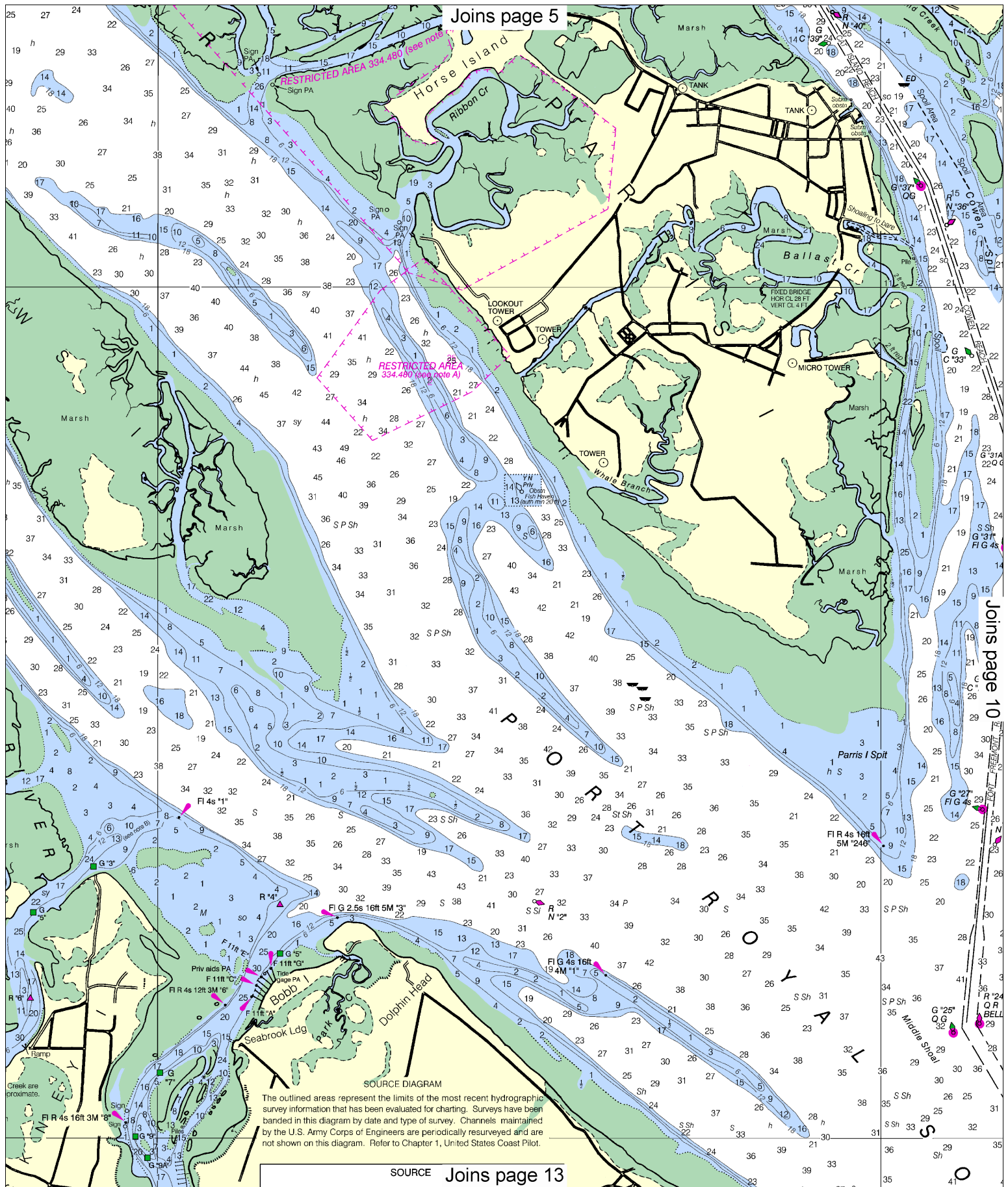
Heights in feet above Mean High Water

Joins page 11

11516

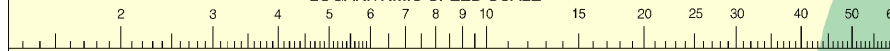
This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4612 11/13/2012,
NGA Weekly Notice to Mariners: 4712 11/24/2012,
Canadian Coast Guard Notice to Mariners: n/a.

7



Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial
broadcasting stations are subject to error and
should be used with caution.
Station positions are shown thus:
○ (Accurate location) ◐ (Approximate location)
LOGARITHMIC SPEED SCALE

Joins page 7



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CAUTION
channels shown by broken lines are
bailing, particularly at the edges.

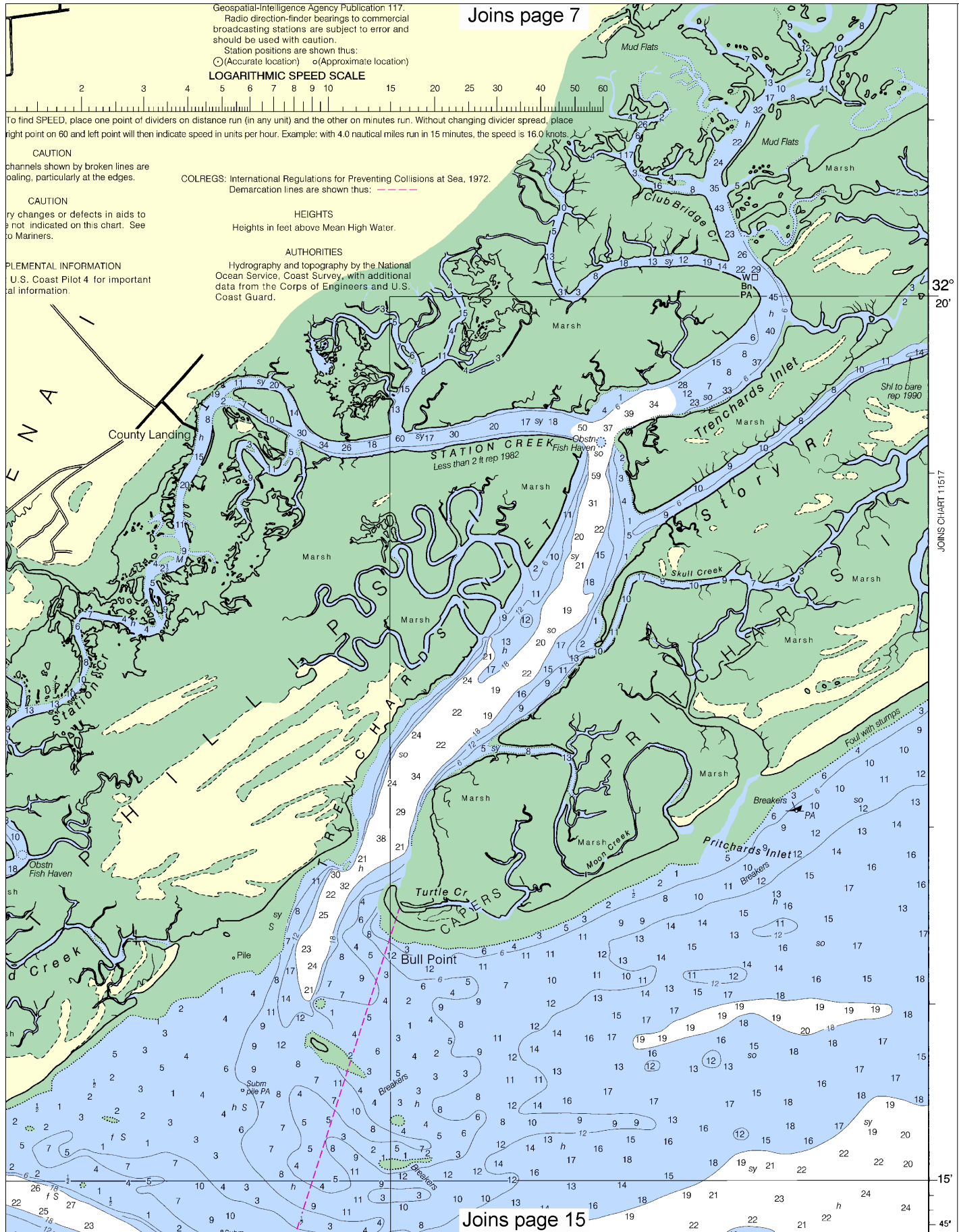
COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: ---

CAUTION
ry changes or defects in aids to
e not indicated on this chart. See
to Mariners.

HEIGHTS
Heights in feet above Mean High Water.

PLEMENTAL INFORMATION
U.S. Coast Pilot 4 for important
al information.

AUTHORITIES
Hydrography and topography by the National
Ocean Service, Coast Survey, with additional
data from the Corps of Engineers and U.S.
Coast Guard.



32°
20'

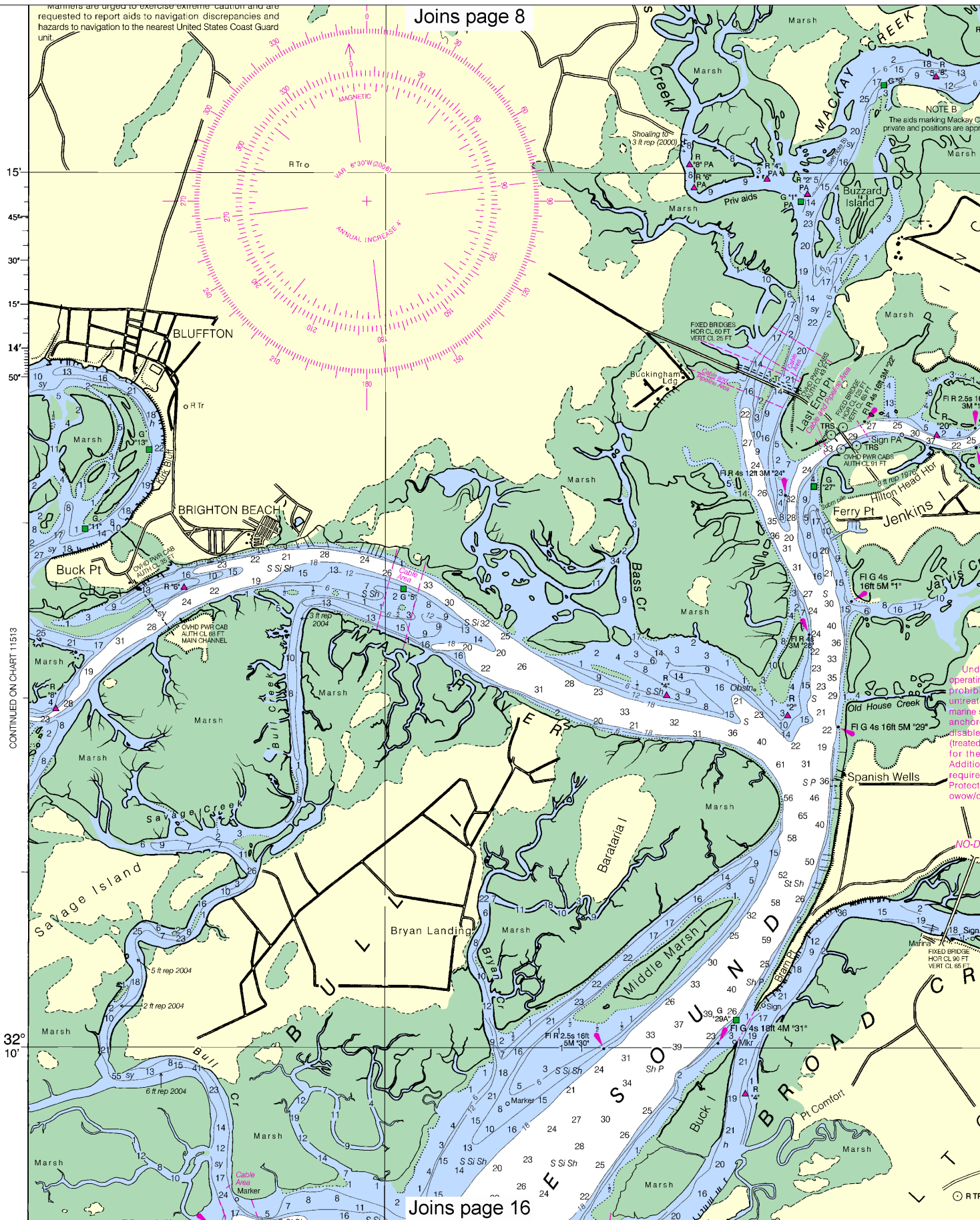
JOINS CHART 11517

15'

Joins page 15

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

Joins page 8



CONTINUED ON CHART 11513

Joins page 16

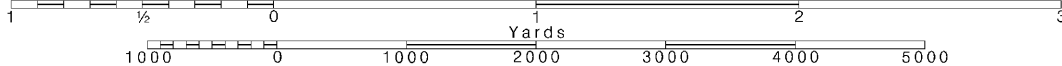
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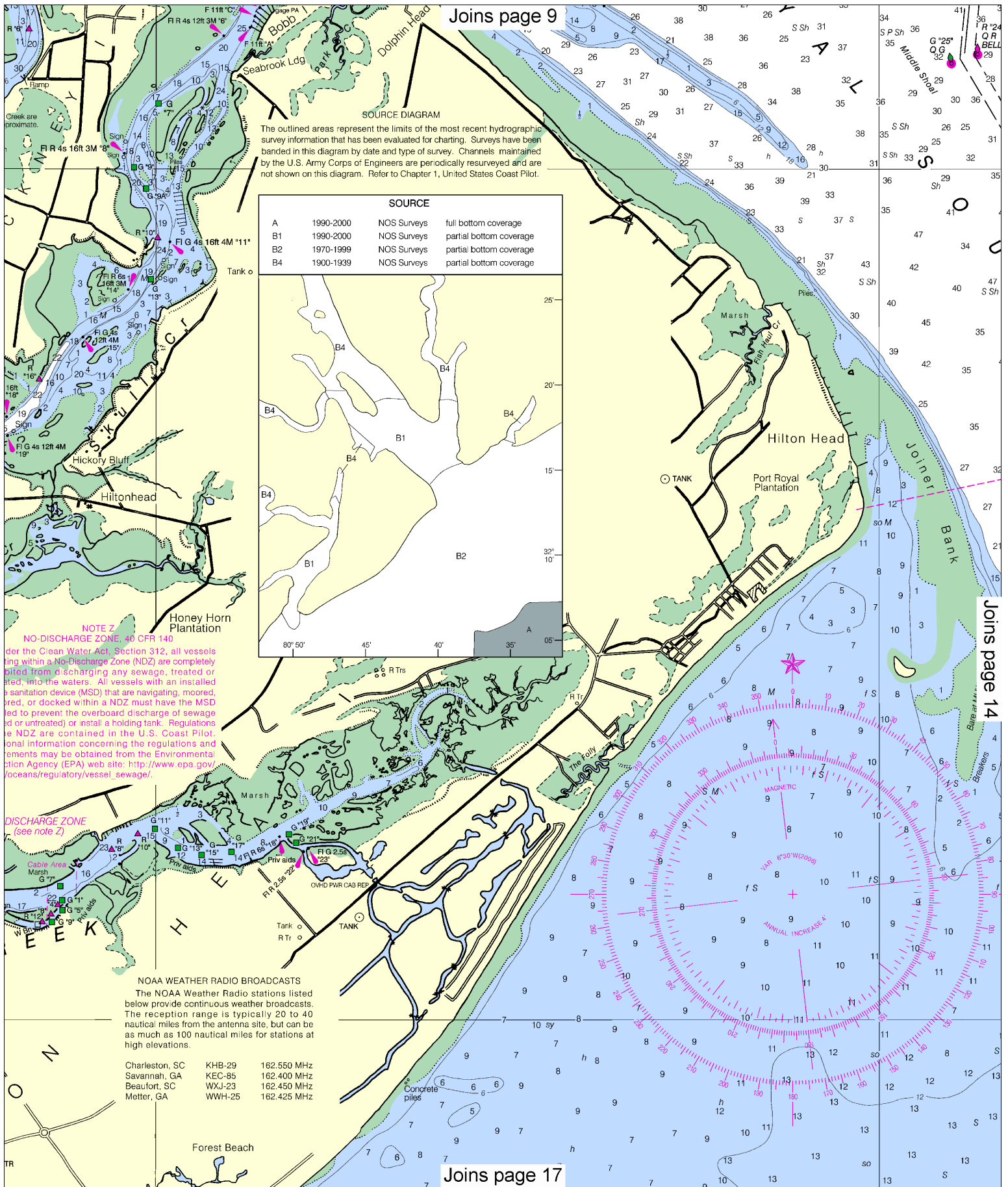
Note: Chart grid lines are aligned with true north.

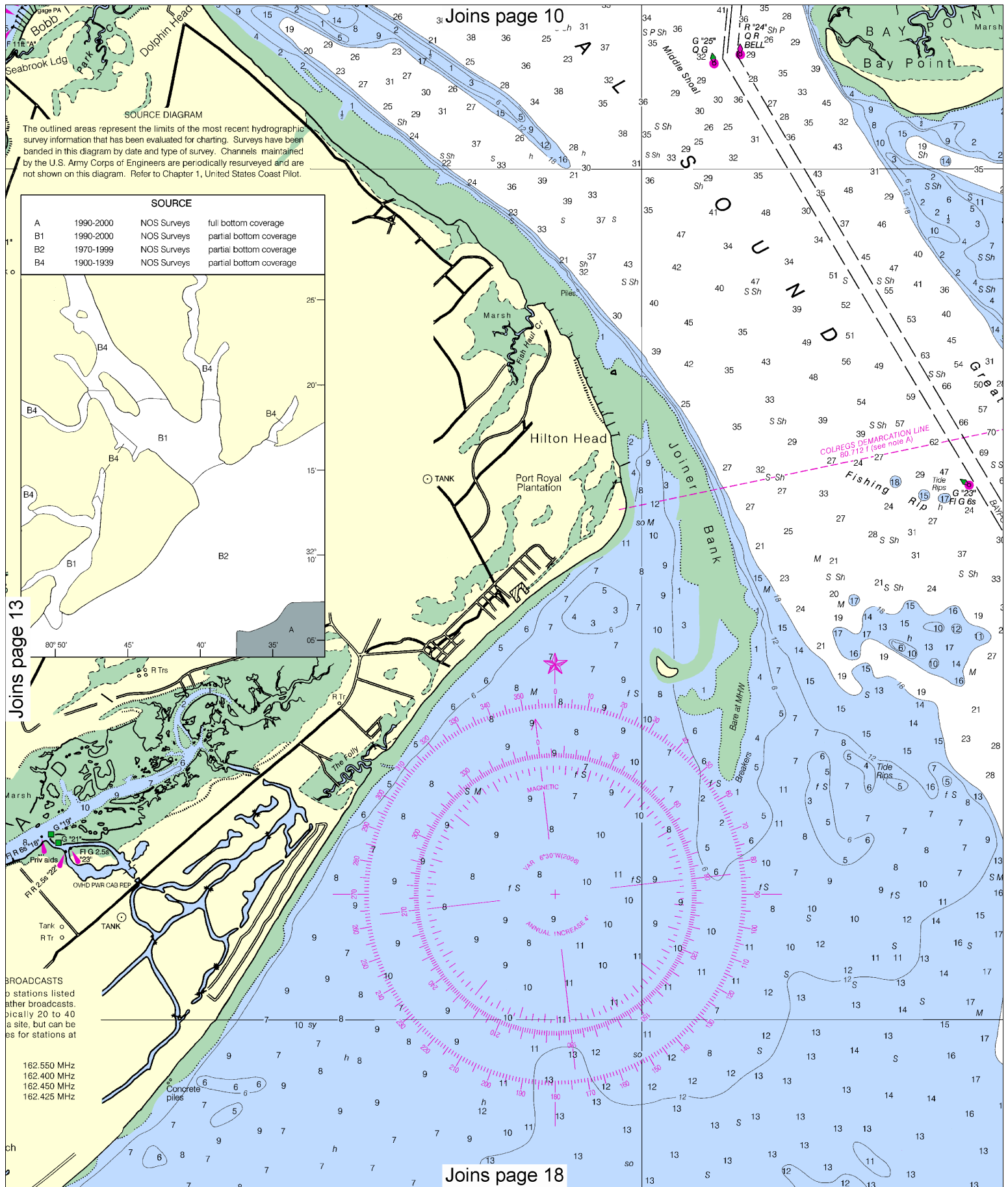
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

| SOURCE | | |
|--------|-----------|-------------------------------------|
| A | 1990-2000 | NOS Surveys full bottom coverage |
| B1 | 1990-2000 | NOS Surveys partial bottom coverage |
| B2 | 1970-1999 | NOS Surveys partial bottom coverage |
| B4 | 1900-1939 | NOS Surveys partial bottom coverage |

Joins page 13

Joins page 10

Joins page 18

BROADCASTS
to stations listed
after broadcasts.
ically 20 to 40
a site, but can be
es for stations at

162.550 MHz
162.400 MHz
162.450 MHz
162.425 MHz

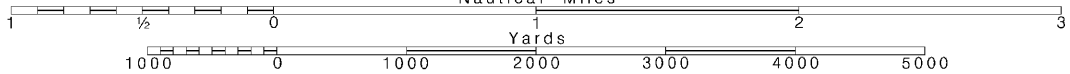
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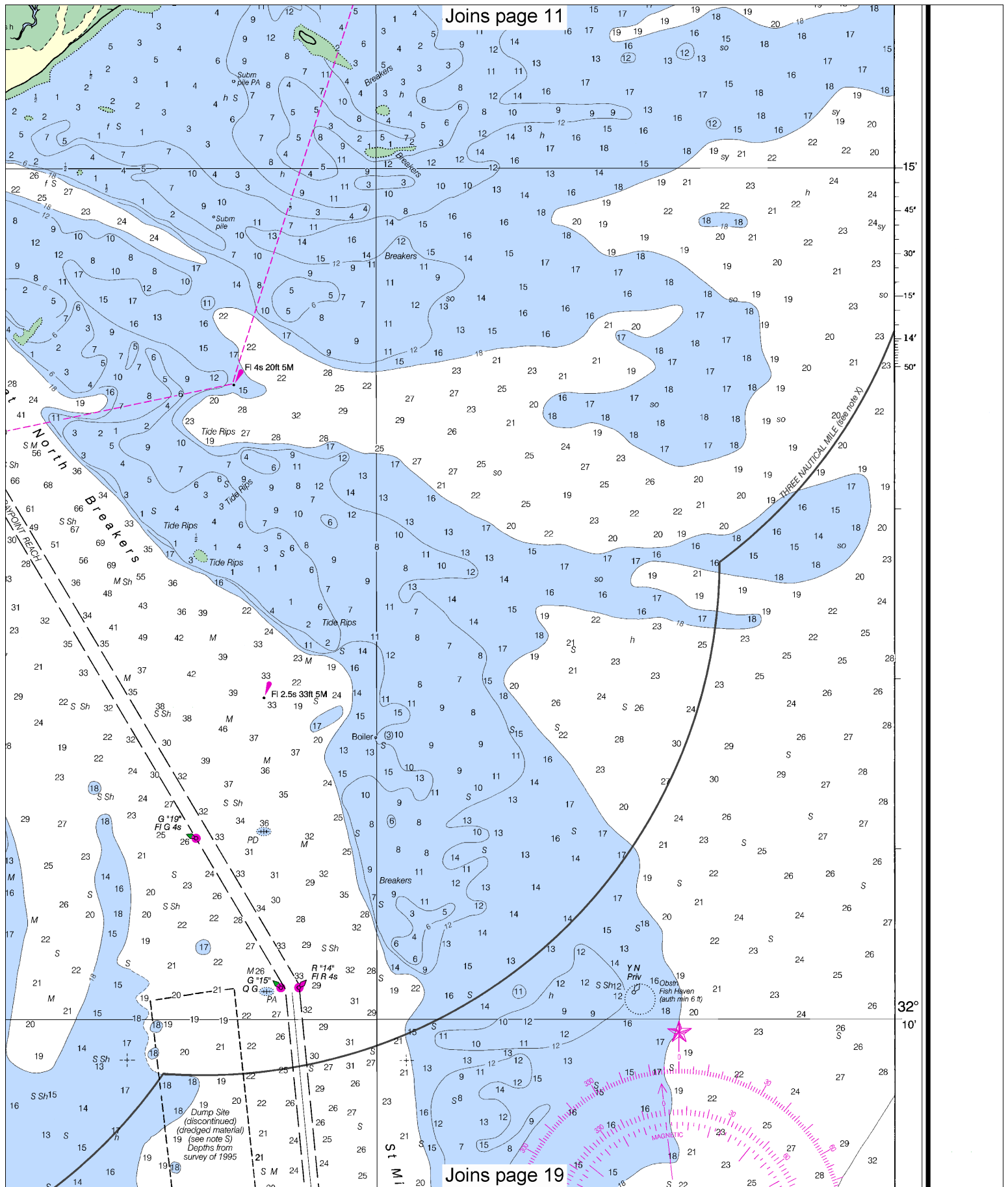
Note: Chart grid lines are aligned with true north.

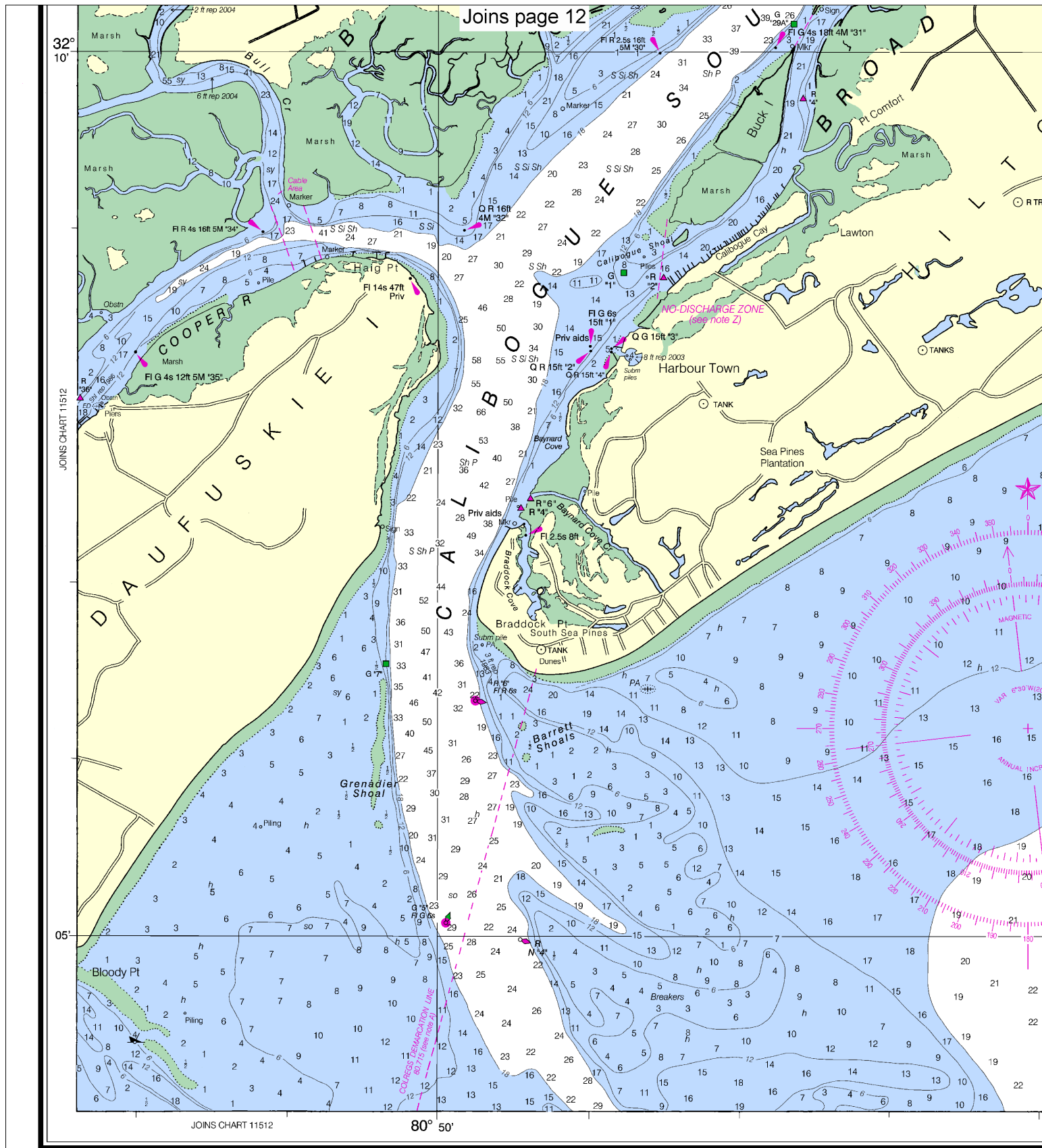
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







NOAA WEATHER RADIO BROADCASTS
 The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

| | | |
|----------------|--------|-------------|
| Charleston, SC | KHB-29 | 162.550 MHz |
| Savannah, GA | KEC-85 | 162.400 MHz |
| Beaufort, SC | WXJ-23 | 162.450 MHz |
| Metter, GA | WWH-25 | 162.425 MHz |

Joins page 13

Forest Beach

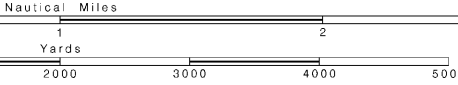
Concrete piles

Obstr. Fish Haven (auth min 5 ft)

GASKIN BANKS

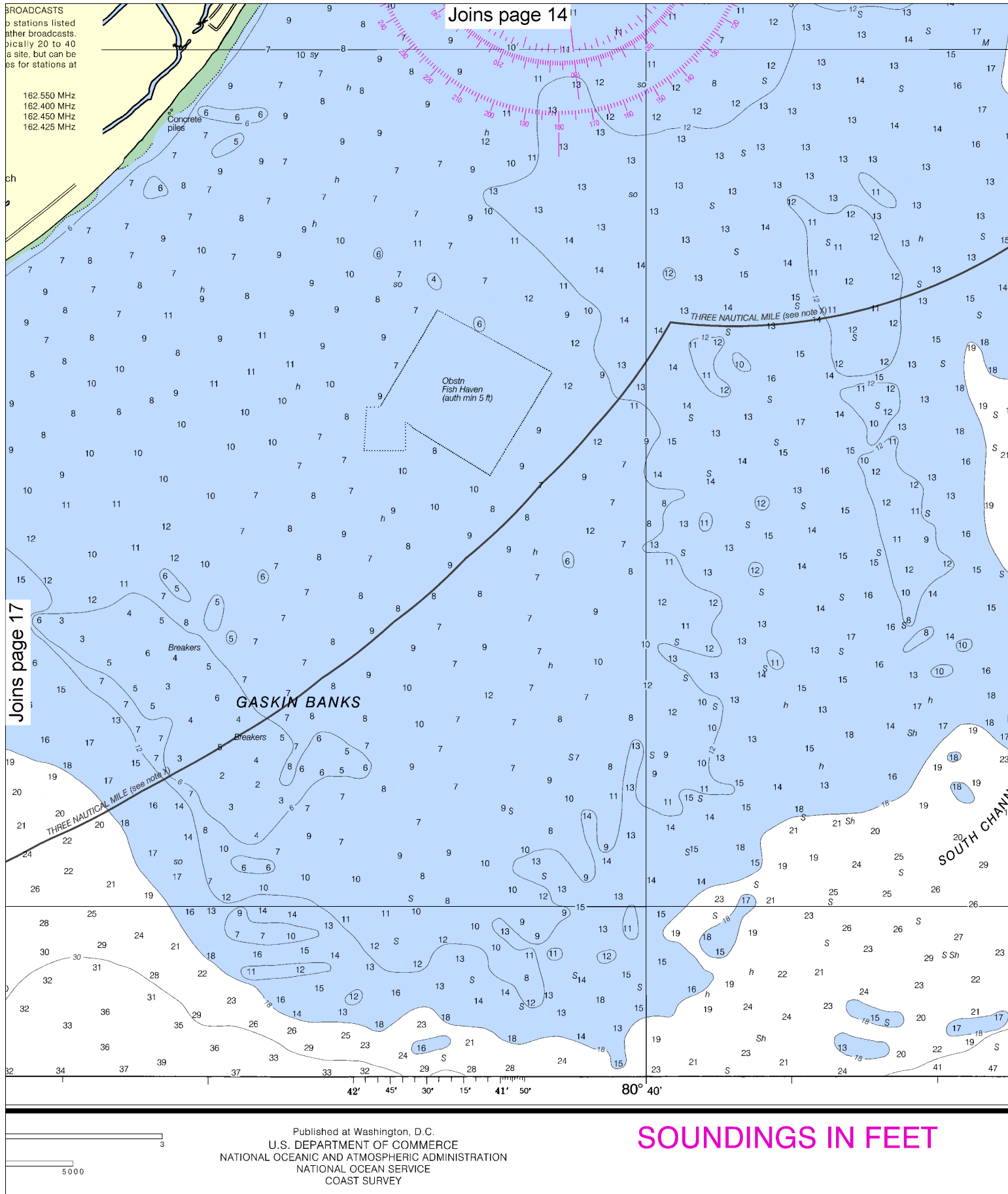
Joins page 18

THREE NAUTICAL MILE (see note X)



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 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
 NATIONAL OCEAN SERVICE
 COAST SURVEY

SOUNDING



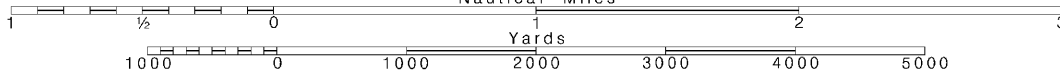
18

Note: Chart grid
 lines are aligned
 with true north.

Printed at reduced scale.

SCALE 1:40,000
 Nautical Miles

See Note on page 5.





VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

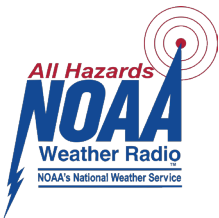
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

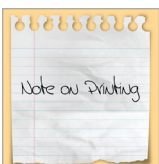
<http://www.nws.noaa.gov/nwr/>

Quick References

| | | |
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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

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